CANTON DAYS

THE FIRST HUNDRED YEARS OR SO

1828 - CANTON COMPANY OF BALTIMORE - 1928

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CANTON DAYS

ACKNOWLEDGMENT: The picture of Peter Cooper is from "The Life and Opinions of Mr. Peter Cooper" by J. C. Zachos. The picture of Daniel Drew is from "Life and Times of Col. James Fisk, Jr." by R. W. McAlpine. The pictures on page seventeen, and the upper picture on page twenty-five are from Howard's "Monumental City". The lower picture on page twenty-five is from Scharf's "History of Baltimore".

Captain John O'Donnell arrived in Baltimore in 1780 *from the Far East. Here, in the city of his adoption, he bought a twenty-five hundred acre farm and named it "Canton".*

CANTON DAYS

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or so

CANTON COMPANY OF BALTIMORE

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CANTON COMPANY OF BALTIMORE

Frontispiece by R. McGill Mackall

To those Baltimoreans of long ago whose foresight and energy made possible the Canton of today, and to all who look upon this section as a great industrial development, but know little of its thousands of homes or of the romance and adventure within its boundaries in former times, this booklet is dedicated on the hundredth anniversary of the Canton Company of Baltimore.

December, 1928.

Colonel Richard Colegate, who was very rich, "was believed to have buried treasure in Canton, and long afterwards residents used to dig for it."

When he died in 1722 he bequeathed to his wife and children some six thousand acres "between and beyond Harris' and Colegate's Creeks," a part of which, Howell's Point, containing Colonel Colegate's home and grave, one of his heirs sold to the Canton Company in 1870. At that time his remains were removed to Mount Carmel Cemetery nearby, where his tomb of Irish marble with carvings emblematic of his military career may be seen today.

But long before the Colegate property became part of the present development, the founders of the Canton Company had taken over another famous estate. In 1828 they bought the twenty-five hundred acre farm developed by Colonel John O'Donnell, deceased some years before. So the site of Canton was in the seats of prosperous land-owners, whose

magnificent homes overlooked the Patapsco River.

John O'Donnell, who had been a Captain in the East India merchant service and later became a colonel in the Maryland Militia, came to the United States and settled in Baltimore in 1780. Richard Parkinson in his book, "A Tour in America in 1798," says: "Mr. O'Donnell . . . told me he had brought here between 60,000 and 70,000 pounds sterling from the East Indies. . . He had planted at Canton an orchard of great extent of red peaches for making peach brandy."

Colonel O'Donnell evidently named his plantation after the port in China, for he had not only made his fortune in the East, but in Scharf's *Chronicles* it is recorded that he brought to Baltimore from Canton "the ship *Pallas* . . . with full cargo of China goods, being the first direct importation from thence into this port." He died in 1805 possessed of a large fortune.

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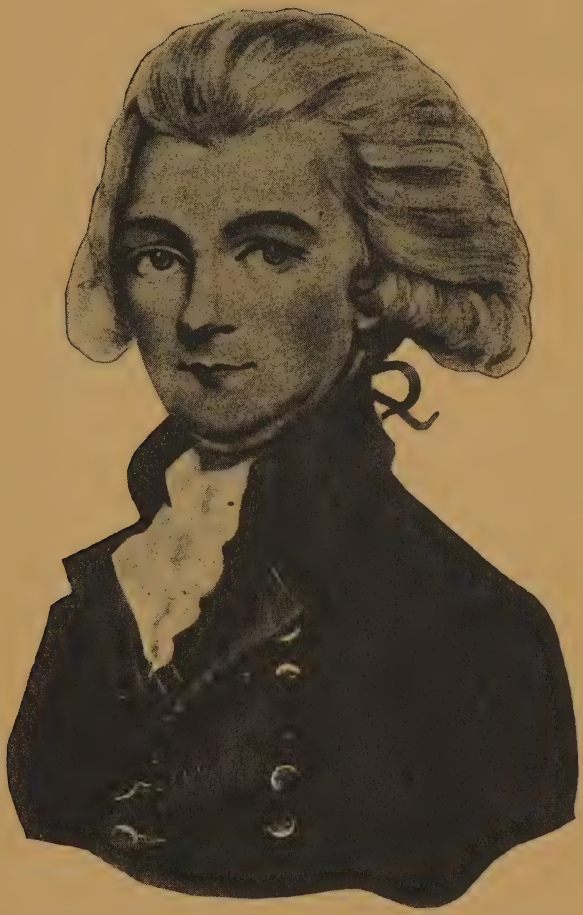
How the Canton Company began, and who conceived the idea, are clear from the records and old accounts.

In the story of his life, Peter Cooper, a New York capitalist and philanthropist, who founded Cooper



John O'Donnell. From a painting in the possession of one of his descendants.

Union in New York, relates: "In 1828 . . . I was drawn into this speculation in Baltimore by two men who represented that they had large means and we bought together three thousand acres for $105,000, taking the whole shore from Fell's Point dock for three miles. After paying my part of the money I soon found that I had paid all that had been paid upon the property. . . When we first purchased the property it was in the midst of a great excitement created by a promise of the rapid completion of the Baltimore and Ohio Railroad."

Cooper then relates how he invented for the Baltimore and Ohio Railroad their first practical locomotive. He says: "My contrivance saved this road from bankruptcy. . . . I built a rolling-mill, which I afterwards sold to Mr. Abbott and which he still owns. . . . After seeing the difficulties . . . I determined, having so large a property on my hands, to sell it for what I could get and at the first offer made. I succeeded in getting an offer of nearly what it cost me from two men from Boston, Amos Binney and Edmund Monroe. They formed out of the property what is known as the Canton Company. I took a considerable portion of my pay in stock at forty-four dollars the share—par value one

Peter Cooper, inventive genius, capitalist and philanthropist, who helped to launch the Canton Company in 1828.

hundred dollars. As good luck would have it, the stock commenced rising almost at once. . . . This enabled me to sell out to a very great advantage."

In December, 1828, William Patterson, Francis Price, Columbus O'Donnell—son of Col. O'Donnell, Ely Moore, Gideon Lee, Peter Cooper and James Ramsey undertook to establish the Company.

The Baltimore American, February 3, 1829, states: "In the Senate, Jan. 29: Mr. Heath presented a petition from Columbus O'Donnell, Robert Oliver, Thomas Tenant and others, praying for an act to incorporate the Canton Company." But the project was not unopposed, for the same paper relates that on February 16 a member of the Legislature "presented a memorial from Charles Ridgely of Hampton praying for the rejection of the bill." Mr. Ridgely, according to tradition, feared that an industrial development at Canton would interfere with his view of the river. However, on March 11, 1829, the bill passed "without alterations and is now a law." "The most beneficial effects," said the *American,* "may certainly be expected to result from this measure to the citizens of Baltimore."

* * * * *

Life in Baltimore during the period when the Canton Company was formed was interesting and

attractive for some, hard and squalid for others. There were many ups and downs in business. For years trade had been stagnant. The launching of the Baltimore and Ohio Railroad evoked high hopes that were followed by reaction. But all through this time social life moved on much the same.

From old newspaper files it is learned that: in the late twenties Mr. Lucas' Book Store sold tickets to see "the Automatons at the Athenaeum." An advertiser offered "For Sale: two pews well situated in St. Paul's Church." The "elegant steamboat *Patuxent*, Captain Geo. Weems," was in the Sassafras River service, and the"Havre de Grace mail stage left from Fountain Inn." With the approaching completion of work on the Washington Monument came newspaper discussion of the "setting" . . . was the "ravine at Center street" to be filled in? If so, "the approach to the monument will be spoiled forever." The American Bible Society "has fifteen presses in operation." Conine's Truly Lucky Office sold lottery tickets. Foley's "Genuine Baltimore Gin" was offered in pipes and in barrels. Ladies' "lasting shoes" 62½ cents a pair. Samuel Kirk advertised "elegant silver plate." Mr. Blondell, Assembly Rooms, "lessons in the Spanish Waltz Quadrille."

In the Canton district was Major David Stodder's

shipyard, generally known as the Navy Yard, on Harris' Creek—which was filled in during the eighteen eighties. Here was launched, among other ships, the U. S. frigate *Constellation* in 1797. Some years before John Toon "had opened a house of entertainment at Chelsea, east side of Harris' Creek." (An old City Directory mentions Toon's Pleasure Gardens: "About two miles down river . . . during summer great concourse of citizens make excursions hither by land and water.")

In 1823 Martin Potter established a race course "near water, at Canton," known as Potter's Course. "Here, for some years, principal racing men and swiftest steeds in country met, and here the horses, *Boston* and *Blue Dick,* became famous." As a matter of fact, however, there had been races held at Canton for at least a quarter of a century before Potter established the first "regular" course.

So, what with Toon's Pleasure Gardens, Potter's Race Course and Stodder's Navy Yard, not forgetting Colonel Colegate's "buried treasure," nor the fact that much earlier, before 1730, Old St. Paul's Episcopal Church had had one of its earliest edifices on Colegate's Creek, near the intersection of North Point and Soller's Point roads, it is evident that in

"The Cheese Box that made history"—plates for the U. S. S. "Monitor" were made at Abbott's Iron Works, Canton. Photograph, courtesy Review of Reviews Corporation.

U. S. S. "Constellation" riding out a gale. Famous frigate built on Harris' creek, Canton, 1797. *Picture, courtesy Marine Research Society.*

many ways Canton was connected with the life of Baltimore City.

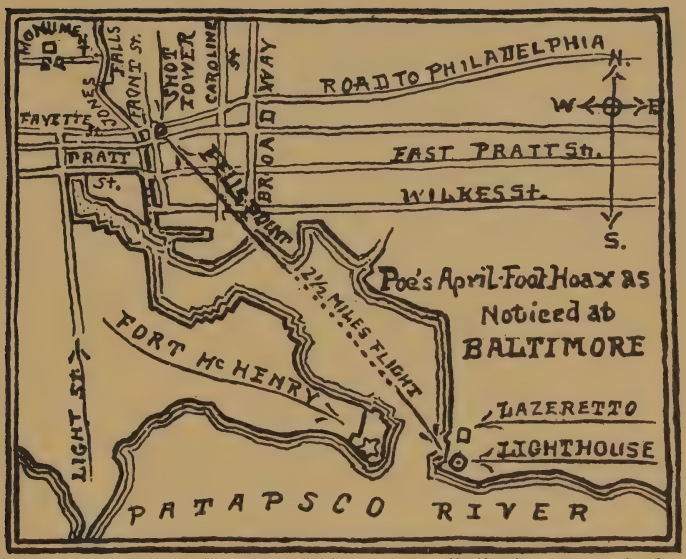
* * * * *

After Peter Cooper sold his Canton interests, William Gwynn of Baltimore, publisher of the *Federal Gazette,* was elected President of the Company. Gwynn was a great character as well as a successful business man. His office was on St. Paul Street, corner of Bank Lane, and "in the Tusculum, the Delphian Club's graceful little building adjoining the *Federal Gazette,* and in the rear of Barnum's Hotel, many of the choice spirits of the day, Edgar Allan Poe among them, would discuss current events over the champagne for which each member was assessed."

From 1832, for five years, the President of the Canton Company was Sheppard C. Leakin, later Mayor of Baltimore.

In 1835, Royal Makepiece, then Agent of the Company, "made an elaborate report. The sales of land up to that time amounted to $93,618.50," and he said: "the nature and character of the Canton enterprise seem to preclude immediate dividends."

But if Mr. Makepiece saw no chance of immediate dividends, New York speculators were not dismayed,



Edgar Allan Poe's hoax, 1830, (*"a man will fly from top of Shot Tower to top of Lazaretto Lighthouse, Canton"*) *attracted vast and gullible throng. Chart from Phillips "Edgar Allan Poe: The Man." Copr. The John C. Winston Company.*

Photograph shows the old Lighthouse, now no more.

for Canton Land had become "the fancy of Wall Street." Shares were traded by men who had no idea of the Company's location, nor the nature of its business. Some thought it "had to do with China." Daniel Drew, who "invented watered stock" and who founded the seminary which bears his name, had a special fondness for Canton shares. As a contemporary wrote:

> Upon his back he bore a sack,
> Inscribed "Preferred Q. U."
> Some Canton scrip was in his grip,
> A little Wabash too.

And Drew, frankly enough, tells (in Bouck White's story of his life) how he inveigled his friends to buy. He whispered here and there in Gotham that "certain stocks were due for a rise." "In this way," he says, "there set in a good-sized buying movement in those particular stocks I was selling short—Wabash . . . and shares in the Canton Company of Baltimore."

The *Sun*, June 18, 1850, printed an extract from the Company's annual report: "The Canton Co. was established by Eastern stock-jobbers . . . it was one of the very successful humbugs of the era . . . stock having at one time (1831) brought $280. a share for $54. paid in . . . it came down very far below par."

Further extracts from the report of 1850 throw

"Uncle Dan" Drew, a daring speculator of an older Wall Street. He had a "fondness" for Canton shares.

additional light on the early struggles of the Company: "Public sales of lots were held in 1833 and again in 1835, at which the bidding and purchases were, to some extent, collusive and fictitious, the object being to puff and inflate the price of the stock." Dividends, which were not warranted, were declared for the benefit of the stock jobbers. "As late even as 1846, this practically fraudulent policy was still occasionally ascendant . . . in opposition to the wishes of the Agent, Mr. Harrison . . . during all this period the citizens of Baltimore, generally, remained profoundly ignorant of the Company. Her leading business men had no place in its direction. . . . The question is now very frequently asked, what *is* the Canton Company—its objects, privileges and extent? It is a real estate company organized under a charter granted by the State of Maryland, conferring corporate powers more varied and extensive than were perhaps ever granted before or since, in any other State in the Union."

Notwithstanding "unwarranted dividends" and "fictitious sales" much real progress was being made. In 1850 "improvements amounted to $300,000 . . . total estimated value of property two million dollars." Six years earlier the *Patriot* had spoken of Canton's "magnificent harbor, gradually

growing into importance . . . neat little Lutheran Church and spacious school house completed." By 1846 a cotton mill, Cary's Chesapeake Furnace and the distillery of Bryan & Maitland, later operated as the "Orient" distillery of Edwin Walters & Co., were located in Canton. Abbott's Iron Works had long been in existence. In 1850 the Company erected a "completely fireproof" warehouse at Aliceanna and Chester Streets, which is still in use. The Baltimore Copper Smelting and Rolling Company, now one of the largest plants in Canton, was established at this time.

By 1853 a bus line ran to the old Eutaw House, "fare 5 cents," and breweries began to dot the landscape: Helldorfer's, Gunther's, the National, the Bayview, and Julius Kessler & Co. at O'Donnell and Eleventh Streets.

* * * * *

If Baltimoreans then knew little of the aims and workings of the Company, which owned practically all the land in Canton, they learned many other and pleasant things about the section.

They knew, for instance, the road and river restaurants which dotted the hillsides and lowlands of

Canton. There was Kendall's Tavern Stand, taken over in 1844 by George Beltzhoover, "long genial proprietor of Fountain Inn, Light St." There was the Lower Canton House, and nearby was Sea Girt House (later Thompson's, under which name it is still recalled for marvelous fifty cent fish and chicken dinners), and McGowan's famous "Point Breeze Hotel," where now is Riverview. "In the days when these were flourishing, horses and carriages were the means of transportation and impromptu races were always in order on the level shell roads which afforded access to these places."

To add further to the gaiety of Baltimore life in the forties the Canton Jockey Club was flourishing. There were two tracks in Canton: Kendall's Course and the old Potter track. At the former, in 1841, there was "Jockey Club purse, $600. and sweepstakes $1,000 . . . expected to be greatest exhibition of speed ever witnessed in Maryland." Potter's Course, one hundred and twelve acres, was sold in 1851, at $242.50 an acre.

Old records, which contain so many references to the ebb and flow of life in Canton, describe an interesting event: "On 4, May, 1840, the largest procession Baltimore had seen (up to that time) moved from upper Baltimore Street to the Canton race

GLOBE DISTILLERY CANTON
FINET CASTILLON & Cº COGNAC
BALTº AUG. 1850 BELLE MARIS BRANDY B. EVANS
OTARD DUPUY & Cº COGNAC
BALTº AUG. 1850 BELLE MARIS BRANDY B. EVANS
WALTERS & COS TUSCALOOSA EXTRA MONONGAHELA RYE WHISKEY
W.T. WALTERS & Cº BAKER'S PURE RYE WHISKEY
VERY FINE OLD MONONGAHELA RYE WHISKEY
SUPERIOR OLD MOUNTAIN MONONGAHELA DOUBLE XX RYE WHISKEY W.T. WALTERS & Cº BALTIMORE Mª
S.U.P.E.R.I.O.R. ROSE GIN
J. MARTIN OLD RYE 5 YRS OLD WARRANTED
1349 IMPERIAL MONONGAHELA RYE WHISKEY XXXX

Upper picture: Flack Brothers' famous distillery at Canton as it appeared in the seventies. Lower picture: An old advertisement of Canton products.

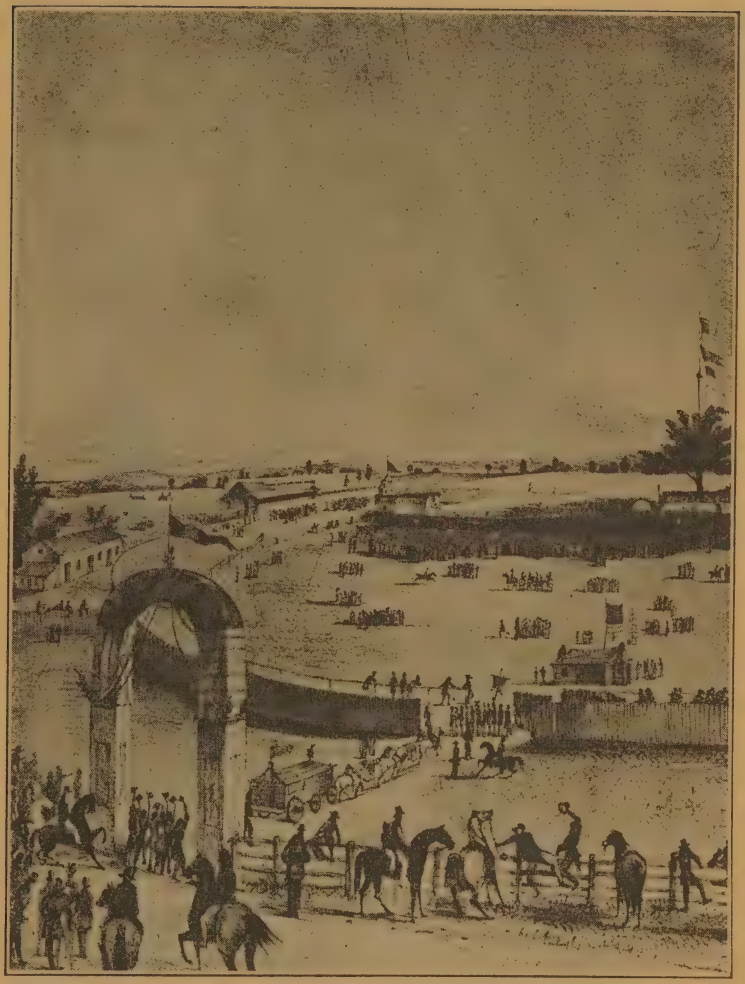
course. It was composed in part of delegates from the various states to the national Whig Convention, with their banners and emblems. A mighty throng gathered there to ratify the nomination of General Harrison for president. *Tippecanoe and Tyler, too!* There, John V. L. McMahon in stentorian voice, 'called the nation to order' . . . The assembly was addressed by Daniel Webster, Henry Clay and others."

The scene was repeated four years later at "the Canton race course, where the Whig nomination of Henry Clay" was ratified by the vast throng. Daniel Webster and others making eloquent addresses.

* * * * *

In 1848 newspapers were telling readers "how to get to California." R. Q. Taylor had a sale of ladies' furs, including the Victoria riding boas, "patronized by the nobility of Great Britain." The Citizens Union Line had "the superior steamer *Gen. Washington,* Capt. Tripp," to Cape May, and Elder, Gelston & Co. agreed "to transport goods to Wheeling in four days."

Christmas notices of that year mentioned "Mr. Macready in Hamlet, at Holliday Street Theatre"; T. Newton Kurtz, 151 Pratt Street, offered "Christ-



"Tippecanoe and Tyler, too"—the Whig Convention at Canton Race Course, May 4, 1840—from a lithograph in City Hall Library.

mas books, *Paul and Virginia* and *Grey's Elegy*, both beautifully illustrated," and this delectable morsel of a bygone age appeared on December 22, 1848:

FRESH ALMONDS, Raisins, Currants,
CITRON, Lemons, Figs, Prunes,
ENGLISH WALNUTS. Sicily Filberts,
DARK and Pale French BRANDIES.
OLD MADEIRA and Sherry WINES.
GEISLER & HEIDSICK Champagne do.
ENGLISH CHEESE, Sardines, Cigars, etc.
FOR SALE by
SMITH & RIDGELY, Grocers
88 N. Howard St.

* * * * *

It seems, however, to have been a turbulent Baltimore then, for a newspaper account of this Christmas says: "much of the observance consisting of drunkenness, rioting and other excesses, with the watch reporting one hundred arrests for firing pistols!"

During the next several decades the progress of the Canton Company was decidedly encouraging. In 1855, the Philadelphia, Wilmington and Baltimore Railroad was bringing to Canton about 100,000 tons of coal annually and ships in increasing numbers called for cargoes. In 1864 it is noted that the project "for bringing the Northern Central Railroad to Canton has never materialized." Plans were then made for construction of the Union Railroad. By 1867 "Canton has now become part and parcel of Baltimore."

Entrance to Baltimore harbor, as it appeared in the sixties and seventies. Fort McHenry to the left. Lazaretto Light and Canton, to the right.

Next year the Company's land was classified: (1) wharf property and building lots "designed for tenements, shops, factories, etc."; (2) garden lots and farming land. "On the waterfront the Company owns nearly five thousand feet binding on the deepest water ways." In 1872: The Company distributed thousands of circulars in England, Germany, Bavaria, Switzerland, Austria, Italy and elsewhere in an effort to influence immigration of mechanics to Baltimore to settle in Canton.

Perhaps the greatest single development in the history of the Company was the construction of the Union Railroad, which was chartered by the Maryland Legislature in 1866. It was a Canton Company enterprise, involving what was then the huge amount of $3,000,000.

What has long been known as the "Hoffman street tunnel," which is now used by all Pennsylvania trains to New York, was the major part of the operation. The object of the undertaking was to give railroad facilities to Canton industries.

Work began on May 1, 1871, and continued without intermission until it was completed July 25, 1873. "On that day the 9.30 A. M. fast train from Washington for New York arrived at the Potomac (now Pennsylvania) Depot at Charles Street and in ten

Where the Union Railroad met the ships—Gardner's depot, Canton, as it appeared in the seventies.

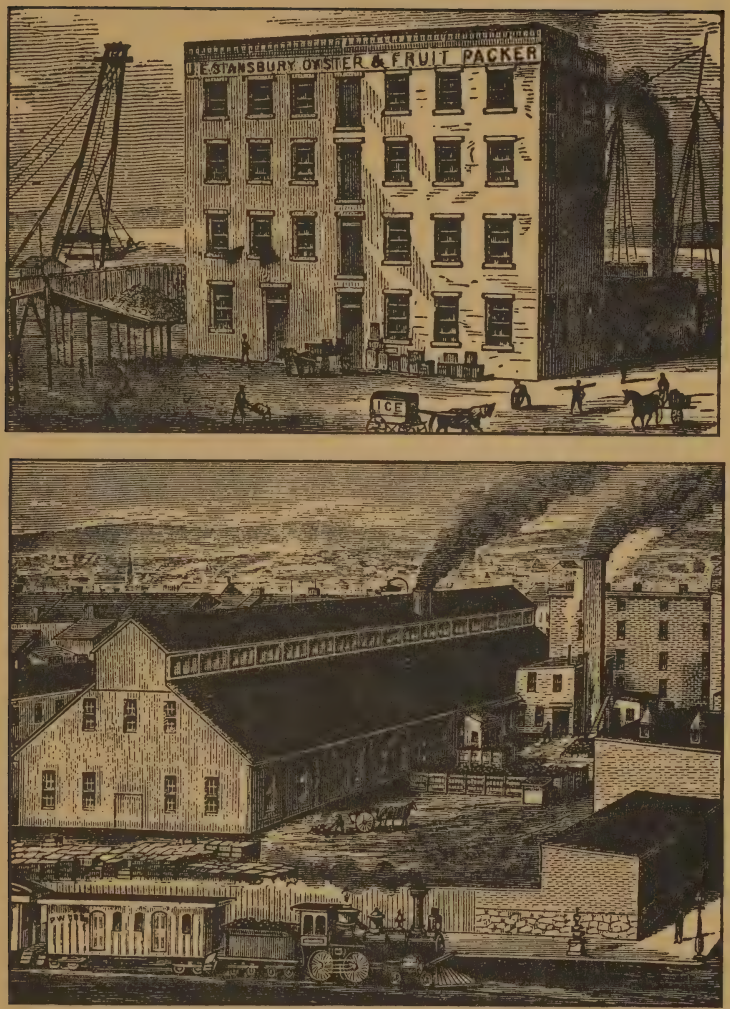
minutes it passed through the tunnel and sped on its way northward . . . two other trains passed through later in the day."

The Union Railroad, after running in a southeasterly direction through what was then open country, went due south for three miles over land of the Canton Company, ending at tidewater on Ninth Street.

It was a tremendous engineering feat for its day. Three hundred men were continuously employed. 8,810,000 bricks were used in the tunnel. In 1882 the Union Railroad was sold to the Northern Central Railway Company, and the latter agreed to "protect and promote the general business interests of Canton."

* * * * *

With the completion of the railroad the character of Canton began to change. The more colorful days were passing. Hooper's Lower Canton House, with its shady riverside banks, gave way to a grain elevator. Breweries still added a distinctive touch to Canton's atmosphere, but the race tracks were moving. Bishop's, on the lower part of Herring Run, was the last to go. Thompson's place flourished for a long while. It was an oasis for those seeking slot-machines, chicken dinners and long, cool drinks.



Upper picture: Stansbury's packing plant, Canton. Lower: Stove-works of Isaac Sheppard & Co., Eastern Avenue and Chester Street. From old sketches.

Under another name and management the house is still there.

Harry McGowan remained at Point Breeze (now Riverview) and called his place "Pavilion Retreat." Older Baltimoreans may remember the trained bear, which McGowan had for the children, just as a still greater number recall the *Royal Artillery Band* and the busy white-aproned waiters at Riverview.

Recently the entire Riverview section in Canton has been purchased by the Western Electric Company, and a $15,000,000 plant will be erected. It will be known as the Point Breeze Plant.

In the eighties Canton was headquarters, of a sort, for cock-fighting, which was then more or less a "gentlemen's sport." And the bicycle age brought to Shell Road, in this section, the famous "Century" races.

* * * * *

During 1881 the Monumental Passenger Railway extended its horse car line "to Point Breeze and Colgate Creek, Lower Canton." The line was later abandoned "to be rebuilt after electricity became the motive power."

In 1885 the Baltimore and Ohio began construction of its extension to Philadelphia from Canton

Old days at Riverview. "The song is ended, but the melody lingers on."

and the work was completed May 25, 1886. The first method of operation was from Locust Point to Canton, via large ferries, the *John W. Garrett* and the *Canton,* on which entire trains could be placed. This continued until the completion of the Howard street tunnel. By 1895 electric railways were being built through the property. In 1900 the Canton Company's stock sold for $88 a share; in 1903 it was $100. (It now sells for $400.)

The Canton Railroad, which serves as a connecting link between the many commercial establishments and the trunk lines, was started in 1907, but the entire system was not completed until 1914.

In August, 1914, goods for the Belgian Relief Ship were loaded at Pier 3. Subsequently, after the United States entered the World War, these terminals, situated at a point from which more than one hundred years before the bombardment of Fort McHenry was so plainly seen, were used as a supply base for the army in France.

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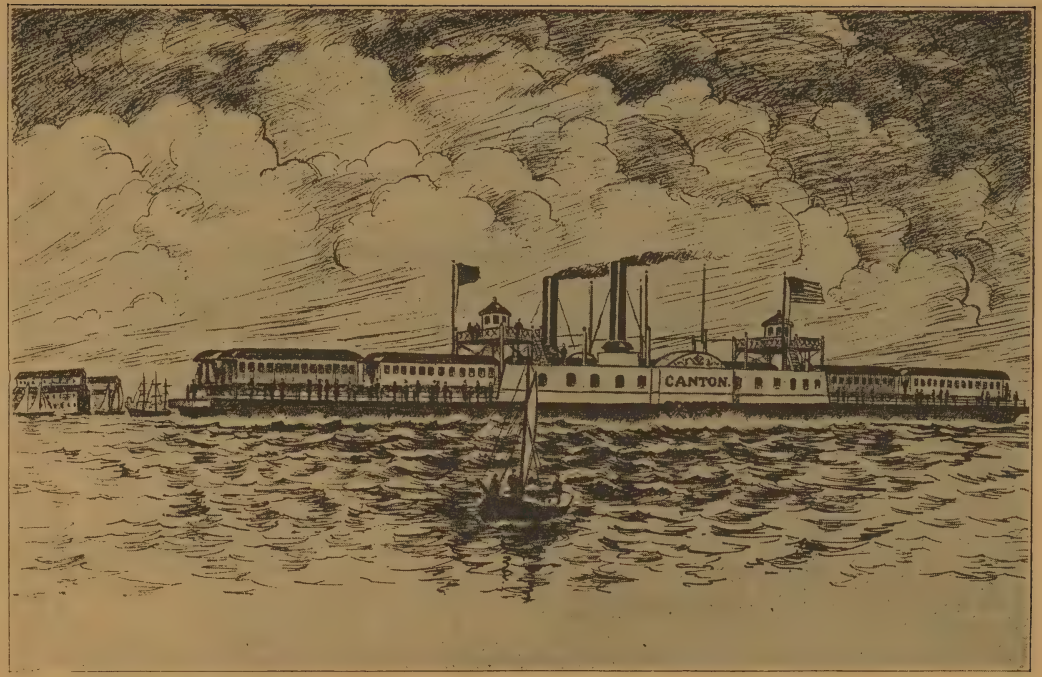
So the picturesque gave way to the practical. Meadows and wooded lanes became avenues and streets. Today Canton industries give employment to tens of thosands of men and women, and hundreds



When the Baltimore & Ohio extension to Philadelphia was completed, 1885, *trains were ferried across the harbor. Sketch from painting in possession of Baltimore & Ohio railroad.*

of Canton acres are covered with homes, schools and churches. Men who later figured in civic and national life were born in Canton or spent a part of their lives there. The late Cardinal Gibbons had his first charge at St. Brigid's, Ellwood Avenue and Hudson Street, during the Civil War. In 1865 he was transferred to the Cathedral as secretary to the Archbishop.

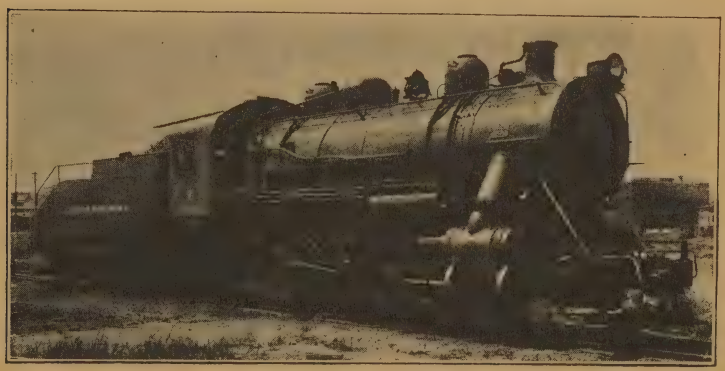
* * * * *

Looking back:

The Canton Company pays tribute "to the enterprise and wisdom of its officers and directors of long ago, and particularly to those who conceived and brought into being the Union Railroad and, later (1906), the Canton Railroad. The former was the means by which trunk lines were brought to Canton's waterfront. The latter did more. It brought to doorways of great industries, and without increased cost, the three railroads which now enter Canton. And this road, with its net-work of tracks, serves also as a connecting link with the foreign, the coastwise and the intercoastal ships at Canton's piers.

"The building of these railroads and the construction of the piers, which are unequaled in equip-

Canton Railroad Terminals



One of seven modern locomotives of the Canton Railroad.

ment for the quick dispatch of vessels, were the big events in the Company's life. They attracted industries, which invested millions of dollars in plants and equipment, and furnish occupation for thousands of men and women."

* * * * *

The hundreds of acres which the Company now owns, extending eastward to Back River, much of it binding on deep water-ways, and nearly all of it served by the Canton Railroad, will eventually be taken over by new industrial plants and homes. With its record of the past, and with willingness and ability to keep abreast of the times, the Canton Company in completing its first hundred years looks with confidence to the future.

First Directors of the Canton Company

Gen. Columbus O'Donnell, "he died March 25, 1873, one of this City's wealthiest and most honored citizens."

William Patterson, one of the most prominent Baltimoreans of his day. Father of Betsy Patterson, who married Jerome Bonaparte.

Gideon Lee, leather merchant; once Mayor of New York and member of congress.

Ebenezer L. Finley, member Columbian Artillery, Fort McHenry; member committee which invited Lafayette to visit Baltimore; son-in-law of Col. John O'Donnell.

George Winchester, distinguished lawyer and first president of Baltimore and Susquehanna Railroad Company .

Former Presidents

William Gwynn (1831-1832). Born in Ireland. "Editor, epigrammatist and one of the most reliable counsellors of his day . . . one of the kindliest and most benevolent men."

Sheppard Church Leakin (1832-1837). Had lucrative business at Fells Point prior to 1812. When the war was declared accepted Captain's commission in regular army; at Fort McHenry during bombardment. Became publisher of the daily *Chronicle*; general in State Militia; Mayor 1838-1840.

James Wilson McCulloh (1837-1841). Banker and lawyer. "Non-commissioned officer in Fifth Regiment; leg broken by bullet in battle of Bladensburg, 1814."

Alfred Munson of New York (1841-1847). Proprietor of Munson's Iron Works, Canton.

William H. Conkling (1847-1849). Ship-master and merchant. For a number of years president Marine Society of Baltimore. One of the incorporators of Fells Point Savings Institution of Baltimore, 1833.

James H. Carter (1849-1852). Partner in banking house Josiah Lee & Co. Director Baltimore & Ohio R. R. President Western National Bank of Baltimore.

William Clay of New York (1852-1854). Was elected director two years previously. Resigned as director 1856.

James H. Carter (1854-1855).

Jacob Hall Pleasants (1855-1863). "Was then of John P. Pleasants & Sons, tobacco commission merchants, 52 South Street," and one of Baltimore's best known citizens.

John W. Randolph (1863-1869). Many years in the lumber business. Was treasurer of Fells Point Savings Institution and after its conversion into the Second National Bank became cashier.

A. B. Baylis, of New York (1869-1870). His son, William Baylis, succeeded him as director, and a grandson, William Baylis, is now a director.

Charles J. Baker (1870-1877). Banker, journalist; "associated with city government during troublous times." Went to Europe, 1872, to influence immigration of skilled labor to Canton. During his presidency of Company the Union Railroad was bulit.

Walter B. Brooks (1877-1895). Director in several banks. President of Canton Company for much longer period than any predecessor. His son is now a director and President of the Company.

Alexander Brown (1896). Senior member of the banking firm of Alexander Brown & Sons. His father, George S. Brown, was a director of the Company.

Present Directors

Edwin G. Baetjer
Walter B. Brooks
Alexander Brown
Thomas Hildt
George C. Jenkins
William Baylis
James C. Colgate
Wm. Travers Jerome, Jr.
John D. Probst
J. Wm. Middendorf
John K. Shaw

Present Officers

Walter B. Brooks, President
John K. Shaw, Vice-President
Ernest Tucker, Secretary and Treasurer
Milton Shreck, Asst. Secy. & Asst. Treas.

THE READ-TAYLOR CO
BALTIMORE, MD.

1828 - 1928
CANTON COMPANY